

## Meyers, Charles

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**From:** Murphy, Mike  
**Sent:** Wednesday, September 04, 2002 1:51 PM  
**To:** Meyers, Charles  
**Cc:** Swanson, Greg; Oliver, Stan  
**Subject:** RE: APU fuel pump

Charlie, I've been trying to get an answer to your question without much success. USA and their vendor, Hamilton Sundstrand have an action to provide their recommendation for appropriate recurrence control, like beefed up inspections and/or reduced installation torque for instance. This is being tracked by S&MA thru the Problem Assessment System (PAS) but I have not seen a due date yet.

USA will continue to claim this is a "unique" situation until we "see" it again.

Mike

-----Original Message-----

**From:** Meyers, Charles  
**Sent:** Friday, August 23, 2002 11:40 AM  
**To:** Swanson, Greg; Oliver, Stan; Aggarwal, Pravin; Murphy, Mike  
**Cc:** Finnegan, Charles  
**Subject:** APU fuel pump

I believe the rationale for one flight use is good based on 1) GHe leak check, 2) post hot-fire hydrazine sniff check and 3) low cyclic stresses during ascent.

However I do not agree with USA's conclusion that this is a unique occurrence based on the design of the Rosan fitting.

Mike, what are plans for tracking this issue on future flights?

**Charles Meyers**  
**Strength Analysis Group, ED22**  
**Phone: 256-544-7192**  
**fax: 256-544-7234**